

OPPOSITION TO EXPANDED MEXICAN TRUCKING IN THE U.S.

The SPEAKER pro tempore. Under a previous order of the House, the gentleman from North Carolina (Mr. JONES) is recognized for 5 minutes.

Mr. JONES of North Carolina. Mr. Speaker, in just a matter of weeks, thousands of Mexican trucks will stream across America's southern border and pour onto U.S. highways throughout the country.

The U.S. Department of Transportation has given 100 Mexican trucking companies the green light to unleash an unlimited number of trucks onto the highways of America as part of a 1-year pilot program.

Right now, Mexican trucks are only permitted to travel inside a 25-mile commercial zone along the U.S. border, but, soon, thousands of Mexican trucks will have full access to all the Nation's roads.

Allowing low-paid drivers and substandard trucks to travel our Nation's roads will endanger the safety of American citizens. It will cost thousands of American jobs.

As an extension of NAFTA, this program is just another example of U.S. trade policies that fail American workers. Before NAFTA, our Nation ran a trade surplus with Mexico. Now, the U.S. runs a \$65 billion annual trade deficit with Mexico. The U.S. has lost 3 million manufacturing jobs in just the past 6 years.

Launching this pilot program in the name of free trade is just one more example of how our government continues to give away American jobs. This program will not only hurt the economy but will put our national security at risk.

The Department of Transportation claims that all of these Mexican trucks will be inspected by U.S. officials in Mexico and at the border, but, Mr. Speaker, less than 10 percent of all Mexican trucks entering the commercial zone are inspected now, only 10 percent. The U.S. cannot afford to send inspectors to Mexico when only a fraction of the hundreds of thousands of U.S. truck companies are inspected each year.

With no guaranteed way to inspect the cargo of each and every truck, this program could easily aid terrorist activities, the entry of illegal drugs and illegal human smuggling.

Mr. Speaker, for the sake of appeasing Mexico, our government is not protecting the national security of this country and the future of our economy. This program does nothing but endanger the safety of American citizens, and it is unacceptable.

I hope the American people will continue to contact this administration to tell them of their outrage and disappointment.

□ 1740

Mr. Speaker, before I close, this is from a heading in an eastern North Carolina paper that says, "Bush Deci-

sion on Mexican Trucks Promotes Era." People are upset and mad. I want to read just very briefly, "The news that Mexican trucks will be allowed to haul freight deep into the United States drew angry reaction Friday from labor leaders, safety advocates and Members of Congress." They said, "Mexico has substandard trucks and low-paid drivers that will threaten national security, cost thousands of jobs and endanger motorists on the northern side of the Mexican border."

Mr. Speaker, I hope that the people of this great Nation will listen to these discussions and debates by my colleagues on both sides of the aisle, because if we are concerned about national security, we should not allow these trucks to have free access to the roads of the American people.

The SPEAKER pro tempore. Under a previous order of the House, the gentleman from New Jersey (Mr. PALLONE) is recognized for 5 minutes.

(Mr. PALLONE addressed the House. His remarks will appear hereafter in the Extensions of Remarks.)

GLIDER PILOTS OF WORLD WAR II

The SPEAKER pro tempore. Under a previous order of the House, the gentleman from New York (Mrs. MCCARTHY) is recognized for 5 minutes.

Mrs. MCCARTHY of New York. Mr. Speaker, I rise today to honor the glider pilots of World War II.

Glider planes were lightweight aircraft without engines that were used to drop supplies and reinforcement personnel for troops and surveillance. They were very efficient, because they made no noise and could fly into the enemy areas undetected.

The gliders would be towed by larger planes in order to take off, but then would fly and land on their own. The glider pilots flew dangerous missions and were constantly at risk for being shot down. Glider pilots were instrumental in the invasion of Normandy on D-Day, despite the fact that pilots had to improvise on landings, since no known landing strips were known to be behind enemy lines.

Later in the war, the Germans would plant wooden poles in open fields to prevent glider pilots from landing. The U.S. Army Air Forces began training glider pilots in 1942. The program quickly grew during the war. Eventually, over 6,500 men were trained to be glider pilots.

Throughout World War II, the glider pilots flew eight successful missions. The glider pilots' first mission occurred on July 19, 1942, Operation Husky, which was called for the glider pilots to carry British airborne troops into Sicily. Despite the heavy casualties from landing at the sea, the glider pilots completed their mission.

In March of 1944, the glider pilots completed Operation Broadway in Burma. The glider pilots took the Jap-

anese completely by surprise, carrying troops, airborne engineers and equipment by night. They seized and prepared landing strips for forthcoming transport planes and evacuated the wounded. The glider pilots accomplished this feat in 2 hours, completing a mission that would have taken 2 months by ambulance.

Perhaps the most famous mission of the glider pilots was the Battle of Normandy. On D-Day the glider pilots participated in the largest combined airborne and seaborne invasion in history. They carried troops of the 82nd and 101st Airborne Division and their equipment to landing areas behind enemy lines. Their work helped to secure victory in World War II.

Mr. Speaker, each year we lose more and more of these courageous veterans. I believe Congress must recognize their accomplishments for the future generations of our veterans. That is why I have introduced House Concurrent Resolution 42. This bill recognizes the glider pilots and the many troops who put their lives on the line to defend the ideas and the freedoms of our country. All of our glider missions were successful. Unfortunately, casualties were suffered.

On March 20, "Silent Wings," a documentary on these great pilots, will be released. The documentary features interviews with glider pilots, Members of Congress and media icons. I will be sponsoring a viewing of this powerful film on the evening of March 20.

I hope you will all join me to commemorate these veterans. We must all remember and teach future generations about the sacrifices that glider pilots and all veterans made for our country. I urge my colleagues to support the glider pilots and cosponsor H. Con. Res. 42.

TOUGHER BORDER CONTROL POLICIES WILL HELP REDUCE CRIME IN THE UNITED STATES

The SPEAKER pro tempore. Under a previous order of the House, the gentleman from Florida (Ms. GINNY BROWN-WAITE) is recognized for 5 minutes.

Ms. GINNY BROWN-WAITE of Florida. Mr. Speaker, I rise today to discuss the sorry State of our Nation's borders. As we have read in the newspapers every day, we have an estimated 12 to 15 million people living illegally in the United States.

Now, I understand that this is a divisive issue for many people, even for some in this body. I, myself, understand the needs of Florida's citrus growers and sugar cane farmers to have a reliable source of agricultural workers. But as my constituents tell me all the time, what part of illegal doesn't Congress understand?

I know that we need a guest worker program, but not one that includes amnesty or a pathway to citizenship, as some have called it. A guest worker program should be just that, a program